APPLICATION FOR FINANCIAL ASSIS
Revised 4/99

RLP LOAN #1

IMPORTANT: Please consult the "Instructions for Completing the Proje completion of this form.

CBOI J

SUBDIVISION: Hamilton County **CODE#** 061- [illegible]

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 09 / 01 / 05

CONTACT: Tim Gilday **PHONE #** (513) 946 - 8914

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 946-8901 **E-MAIL** tim.gilday@hamilton-co.org

PROJECT NAME: EAST KEMPER ROAD IMPROVEMENT

SUBDIVISION TYPE
(Check only 1)
- X 1. County
- __2. City
- __3. Township
- __4. Village
- __5. Water/Sanitary District (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
- ~~X 1. Grant $ 1,552,500.00~~
- X 2. Loan $ 1,552,500
- __3. Loan Assistance $_____

SDC 12-12-05

PROJECT TYPE
(Check Largest Component)
- X 1. Road
- __2. Bridge/Culvert
- __3. Water Supply
- __4. Wastewater
- __5. Solid Waste
- __6. Stormwater

TOTAL PROJECT COST: $2,250,000.00

FUNDING REQUESTED: $ 1,552,500.00

OFFICE OF NEW BURLINGTO
COUNTY ENGINEER
2005 SEP 15 AM 9:34

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$_____ **LOAN ASSISTANCE:**$_____
SCIP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.
RLP LOAN: $ 1,552,500 **RATE:** 0 % **TERM:** 20 yrs.

(Check only 1)
- X State Capital Improvement Program
- __Local Transportation Improvements Program
- __Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ **RLP Loan**

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:		$_____.00	
Preliminary Design	$_____. 00		
Final Design	$_____. 00		
Bidding	$_____. 00		
Construction Phase	$_____. 00		
Additional Engineering Services *Identify services and costs below.		$_____.00	
b.) Acquisition Expenses: Land and/or Right-of-Way		$_____.00	
c.) Construction Costs:		$ 2,250,000.00	
d.) Equipment Purchased Directly:		$_____.00	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$_____.00	
f.) Construction Contingencies:		$_____.00	
g.) TOTAL ESTIMATED COSTS:		$ 2,250,000.00	

*List Additional Engineering Services here:
Service: Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 675,000.00	30
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER Symmes Township	$ 22,500.00	1
	SUBTOTAL LOCAL RESOURCES:	$ 697,500.00	31
d.)	OPWC Funds		
	1. Grant	$ ~~1,552,500.00~~	~~69~~
	2. Loan	$ 1,552,500.00 JDC 12-12-05	69
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 1,552,500.00	69
e.)	TOTAL FINANCIAL RESOURCES:	$ 2,250,000.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:
STATUS: (Check one)
Traditional
Local Planning Agency (LPA)
State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: EAST KEMPER ROAD IMPROVEMENT

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

The project is located in Symmes Township. The construction limits are as follows:

From the west end of the intersection at McKinney Road to a point west of the intersection at Loveland Madeira Road *(Please see the attached location map).*

PROJECT ZIP CODE: 45140

B: PROJECT COMPONENTS:

1.) Widen East Kemper Road on each side of the existing pavement, *(widening will vary, as per plan sheets attached)*, provide berms on both sides of the roadway; and *make line and profile changes* and improve cross slopes as per plan.
2.) Perform full depth pavement repair at locations of failed base.
3.) Install 6" vertical concrete curbs at various locations.
4.) Install storm sewer system (Conduit, Catch basins, manholes, underdrains, etc.) as per plan.
5.) Install "T" wall, Pier wall, and Loffelstein wall at various locations *(as per plan sheets attached).*
6.) Install guardrail to improve safety.
7.) Overlay existing pavement with asphaltic concrete.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Project length is 5,275 LF (0.999 miles) with a proposed uniform width of 28 feet. Project includes 1,900 LF of structural walls (various heights) and 2,900 LF of guardrail. Project also includes a paved shoulder, 4' each side.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT: 31,823 Year: 2004 Projected ADT: _ Year:

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	**$ 2,250,000.00**
TOTAL PORTION OF PROJECT NEW/EXPANSION	**$ 0.00**

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	COMPLETED	
4.2	**Bid Advertisement and Award:**	11 / 30 / 06	12 / 31/ 06
4.3	**Construction:**	02 / 15 / 07	12 / 31 / 08
4.4	**Right-of-Way/Land Acquisition:**	07 / 15 / 06	11 / 30 / 06

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	William W. Brayshaw
TITLE	Hamilton County Engineer
STREET	10480 Burlington Road
CITY/ZIP	Cincinnati, OH 45231
PHONE	(513) 946 - 8902
FAX	(513) 946 - 8901
E-MAIL	william.brayshaw@hamilton-co.org

5.2 CHIEF FINANCIAL

OFFICER	Dusty Rhodes
TITLE	Hamilton County Auditor
STREET	138 East Court Street Room 304, CAB
CITY/ZIP	Cincinnati, OH 45202
PHONE	(513) 946 - 4045
FAX	(513) 946 - 4043
E-MAIL	auditor@fuse.net

5.3 PROJECT MANAGER

	Timothy Gilday
TITLE	Planning & Design Engineer
STREET	10480 Burlington Road
CITY/ZIP	Cincinnati, OH 45231
PHONE	(513) 946 - 8914
FAX	(513) 946 - 8901
E-MAIL	tim.gilday@hamilton-co.org

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[X] **A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.**

[X] **A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.**

[X] **A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.**

[ ] **A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.**

[ ] **Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.**

[X] **Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)**

[X] **Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.**

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

William W. Brayshaw, P.E., P.S., Hamilton County Engineer
Certifying Representative (Type or Print Name and Title)

William W. Brayshaw 9-12-05
Signature/Date Signed

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the East Kemper Road Improvement project will have a useful life of at least 30 years.

CONSTRUCTION COSTS:

The opinion of Project Construction Costs is based on current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal by a qualified contractor.

William W. Brayshaw

WILLIAM W. BRAYSHAW, P.E., - P.S.
HAMILTON COUNTY ENGINEER

PROJECT : EAST KEMPER ROAD IMPROVEMENT
ENGR. ESTIMATE:$2,250,000.00

REF NO	ITEM NO.	DESCRIPTION	UNIT	QUANT	ENGINEER'S ESTIMATE UNIT	TOTAL
1	201	CLEARING & GRUBBING	LS	1	$11,500.00	$11,500.00
2	202	PAVEMENT REMOVED	SY	1,015	$15.00	$15,225.00
3	202	WALK REMOVED	SF	20	$2.50	$50.00
4	202	CONDUIT REMOVED	LF	1,498	$25.00	$37,450.00
5	202	CATCH BASIN REMOVED	EA	10	$350.00	$3,500.00
6	202	REMOVE & REBUILD FENCE & GATE	LF	445	$120.00	$53,400.00
7	202	REMOVE HEADWALL	EA	6	$750.00	$4,500.00
8	202	REMOVE STONE WALL	LF	128	$15.00	$1,920.00
9	202	WEARING COURSE REMOVED	SY	562	$2.50	$1,405.00
10	203	SUBGRADE COMPACTION	SY	13,260	$2.00	$26,520.00
11	203	EXCAVATION NOT INCL. EMBANKMENT	CY	8,359	$20.00	$167,180.00
12	203	EMBANKMENT	CY	4,643	$20.00	$92,860.00
13	252	FULL DEPTH BASE REPAIR	SY	1,350	$125.00	$168,750.00
14	302	BITUMINOUS AGGREGATE BASE	CY	4,425	$115.00	$508,875.00
15	304	AGGREGATE BASE	CY	3,000	$80.00	$240,000.00
16	448	ASPH CONC INTER, TYPE 1, PG64-28	CY	991	$115.00	$113,965.00
17	448	ASPHALT CONCRETE SURFACE, TYPE 1H	CY	1,040	$115.00	$119,600.00
18	452	PPCCP, 7" DRIVES	SY	542	$35.00	$18,970.00
19	601	6" REINFORCED CONCRETE RIPRAP, AS PER PLAN	SY	10	$75.00	$750.00
20	602	CONCRETE MASONRY (HEADWALLS)	CY	2	$300.00	$600.00
21	603	12" CONDUIT, TYPE B, 706.02, CL. IV	LF	934	$55.00	$51,370.00
22	603	12 CONDUIT, TYPE D, 706.02, CL. IV	LF	468	$55.00	$25,740.00
23	603	15" CONDUIT, TYPE B, 706.02, CL. IV	LF	364	$65.00	$23,660.00
24	603	18" CONDUIT, TYPE B, 706.02, CL. IV	LF	86	$75.00	$6,450.00
25	604	CATCH BASIN, CB 2-2-A	EA	2	$1,750.00	$3,500.00
26	604	CATCH BASIN, CB 2-2-B	EA	9	$1,750.00	$15,750.00
27	604	CATCH BASIN, CB 2-3	EA	2	$1,750.00	$3,500.00
28	604	CATCH BASIN RECONSTRUCTED TO GRADE	EA	3	$1,000.00	$3,000.00
29	604	RECONSTRUCT CB WITH M/H TOP	EA	2	$1,750.00	$3,500.00
30	604	STORM MH ADJ. TO GRADE	EA	4	$1,000.00	$4,000.00
31	604	SAN. MH MOD. TO GRADE, AS PER PLAN	EA	5	$1,500.00	$7,500.00
32	604	WATER VALVE CHAMBER ADJ. TO GRAD	EA	10	$800.00	$8,000.00
33	609	CURB, TYPE 6	LF	1,350	$15.00	$20,250.00
34	614	MAINTAINING TRAFFIC	LS	1	$25,000.00	$25,000.00
35	614	TEMPORARY CENTERLINE, CL. II, 740.05, TYPE C	MILE	1.04	$5,280.00	$5,491.20
36	614	TEMPORARY EDGE LINE, CL. I, 740.05, TYPE C	KM	1	$2,640.00	$3,088.80
37	614	TEMPORARY STOP LINE, CL. I, 740.05, TYPE C	LF	123	$5.00	$615.00
38	614	TEMPORARY LANE LINE, CLASS I	MILE	0.23	$2,640.00	$607.20
39	614	TEMPORARY CHANNELIZING LINE, CLASS I	LF	336	$1.00	$336.00
40	614	TEMPORARY CROSS WALK LINE, CLASS I	LF	300	$5.00	$1,500.00
41	614	TEMPORARY LANE ARROW, CLASS I	EA	40	$50.00	$2,000.00
42	614	TEMPORARY WORD ON PAVEMENT, CLASS I	EA	6	$75.00	$450.00
43	614	TEMPORARY LANE LINE, CLASS II	MILE	0.53	$5,280.00	$2,798.40
44	614	TEMPORARY CENTER LINE, CLASS II	MILE	0.84	$5,280.00	$4,435.20
45	619	FIELD OFFICE	LS	1	$12,500.00	$12,500.00
46	623	CONSTRUCTION LAYOUT STAKES	LS	1	$10,750.00	$10,750.00
47	644	PAVEMENT MARKINGS	LS	1	$35,000.00	$35,000.00
48	659	SEEDING & MULCHING	SY	19,175	$2.00	$38,350.00
49	659	COMMERCIAL FERTILIZER	EA	25	$200.00	$5,000.00
50	659	WATER	EA	2	$500.00	$1,000.00
51	SPL	RETAINING WALL	SF	2,030	$47.50	$96,425.00
52	SPL	FIRE HYDRANTS RELOCATED	EA	9	$500.00	$4,500.00
54	SPL	DRIVEWAY ADJUSTMENTS	SF	50	$150.00	$7,500.00
55	SPL	PERFORMANCE BOND	LS	1	$4,413.20	$4,413.20
56	SPL	AS BUILT STORM SEWER DRAWINGS	LS	1	$5,000.00	$5,000.00
57	SPL	CONTINGENCIES	LS	1	$220,000.00	$220,000.00
		TOTAL FOR PROJECT =				$2,250,000.00

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

September 1, 2005

STATUS OF FUNDS REPORT

Project: **EAST KEMPER ROAD IMPROVEMENT**

This is to certify that the sum of $675,000.00 is available as the local matching funds in connection with the application for State Capital Improvement Program Funds for the above-mentioned project.

The source of the local match will be Road and Bridge Funds. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

Chief Financial Officer: _____

DUSTY RHODES
HAMILTON COUNTY AUDITOR

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

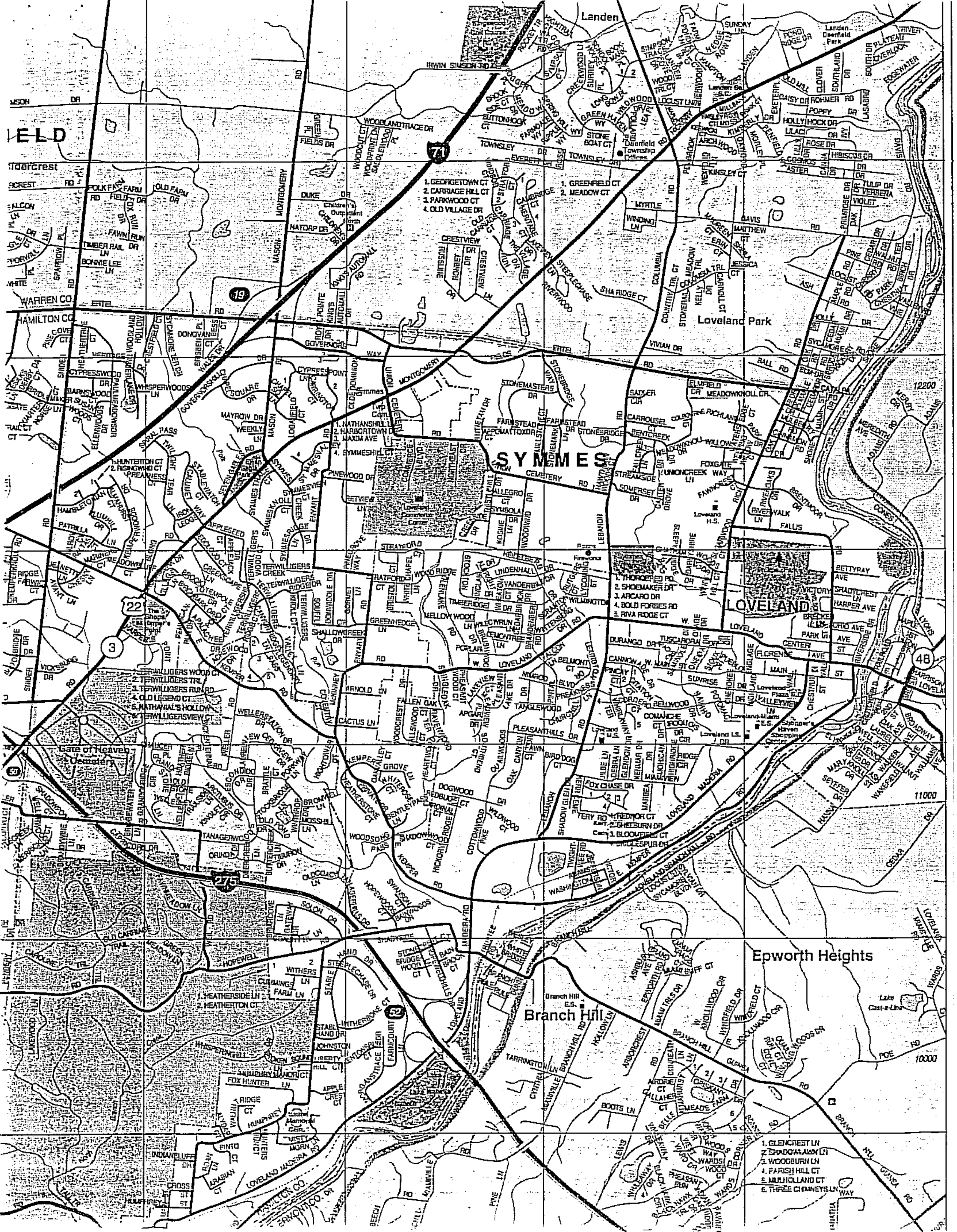
PHONE (513) 946-4250 FAX (513) 946-4288

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **EAST KEMPER ROAD** project application are a true and accurate count done by the Hamilton County Engineer's Office, Traffic Division.

William W. Brayshaw

WILLIAM W. BRAYSHAW, P.E.- P.S.
HAMILTON COUNTY ENGINEER


Landen
SYMMES
LOVELAND
Loveland Park
Epworth Heights
Branch Hill
Gate of Heaven Cemetery
Deerfield Township Offices
Loveland H.S.
Branch Hill E.S.
Lake Cast-a-Line
HAMILTON CO.
WARREN CO.
1. GEORGETOWN CT
2. CARRIAGE HILL CT
3. PARKWOOD CT
4. OLD VILLAGE DR
1. GREENFIELD CT
2. MEADOW CT
1. NATHANSHILL LN
2. HARBORTOWN DR
3. MAXIM AVE
4. SYMMESHILL CT
1. HUNTERTON CT
2. RISINGWIND CT
1. THOROBRED RD
2. SHOEMAKER DR
3. ARCARO DR
4. BOLD FORBES RD
5. RIVA RIDGE CT
1. TERWILLIGERS WOOD CT
2. TERWILLIGERS TRL
3. TERWILLIGERS RUN RD
4. OLD LEGEND CT
5. NATHANAL'S HOLLOW
6. TERWILLIGERSVIEW CT
1. HEATHERSIDE LN
2. HEATHERTON CT
1. GLENCREST LN
2. SHADOWLAWN LN
3. WOODBURN LN
4. PARISH HILL CT
5. MULHOLLAND CT
6. THREE CHIMNEYS LN
12200
11000
10000

Dusty Rhodes, Hamilton County Auditor

Map

Street Address
1 of 1

Parcel ID	Address	Index Order	Card(s
621-0022-0045-00	9590 E KEMPER RD	Street Address	1

Parcel Info
- Summary
- Residential
- Levy Info
- Improvements
- Commercial
- Similar Sales
- Transfer
- Value History
- Payments
- Image
- Map
  - Printable Tab
- Property Report

Search By
- Parcel ID
- Owner
- Street Address
- Sales
- Map

Site Functions
- Property Search
- Comments
- On-Line Help
- Home
- Auditor's Home

New Map Search

Click Map To:

Zoom In

Zoom Level:

1x

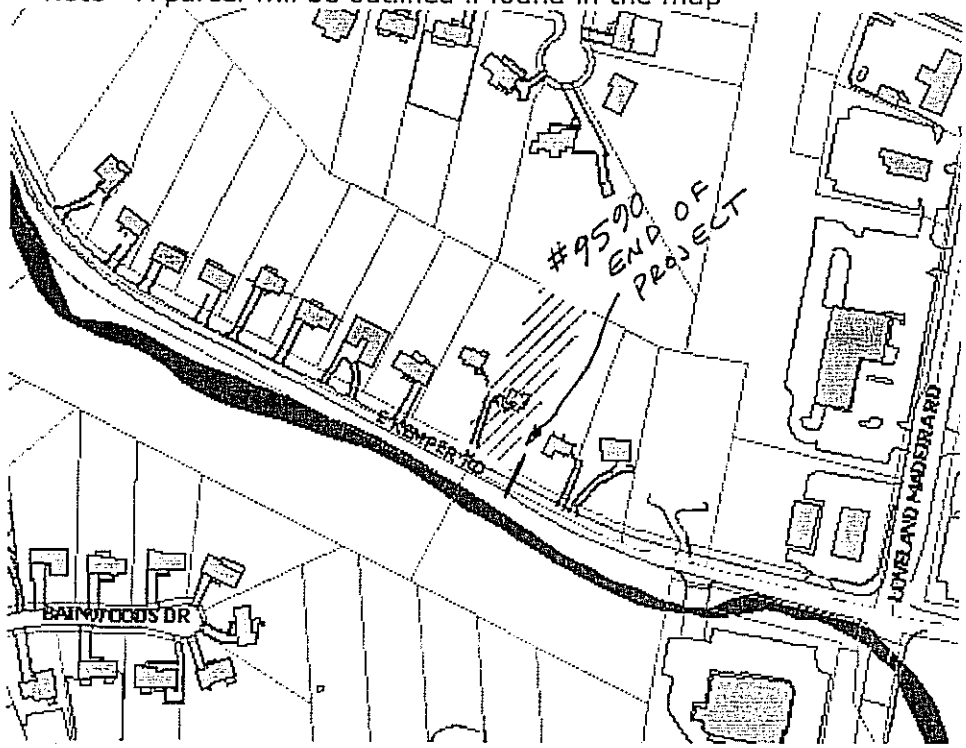
Scale: 1:3,880

Map Layers:

- [x] Rivers
- [x] Stream
- [x] Buildings
- [x] Condos
- [x] Parcels
- [x] Fence
- [ ] Class2 Roads
- [x] Class1 Roads
- [x] Streets
- [x] Driveways
- [x] Parking
- [x] Sidewalk
- [x] Pavement

New Map Search

- Note - A parcel will be outlined if found in the map



A RESOLUTION AUTHORIZING THE COUNTY ENGINEER TO PREPARE AND SUBMIT AN APPLICATION TO PARTICIPATE IN THE OHIO PUBLIC WORKS COMMISSION (OPWC) STATE CAPITAL IMPROVEMENT AND/OR LOCAL TRANSPORTATION IMPROVEMENT PROGRAM(S) AND TO EXECUTE CONTRACTS AS REQUIRED.

BY THE BOARD:

WHEREAS, the State Capital Improvement Program and the Local Transportation Improvement Program both provide financial assistance to political subdivisions for capital improvements to public infrastructure; and

WHEREAS, the County of Hamilton, State of Ohio, is planning to make capital improvements to Apple Hill Road, Dry Fork Road, Greenwell Road, East Kemper Road, Rybolt Road, Sidney Road, West Road, Winton Road and Rapid Run Road; and

WHEREAS, the infrastructure improvement herein above described is considered to be a priority need for the community and is a qualified project under the OPWC programs.

NOW, THEREFORE BE IT RESOLVED by the Board of County Commissioners of Hamilton County, State of Ohio as follows:

SECTION I

The Hamilton County Engineer, William W. Brayshaw, P.E.-P.S., is hereby authorized to apply to the OPWC for funds as described above.

SECTION II

The Hamilton County Engineer, William W. Brayshaw, P.E.-P.S., is further authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance.

SECTION III

It is found and determined that all formal action of this Board of Hamilton County Commissioners concerning or related to the adoption of this resolution were adopted in an open meeting of this Board of Hamilton County Commissioners and all deliberations of this Board of Hamilton County Commissioners and any of its committees, if any, that resulted in such formal actions were adopted in meetings open to the public, in compliance with all applicable legal requirements of the Ohio Revised Code.

This resolution shall be in full force and effect from and immediately after its adoption.

BE IT RESOLVED that the Clerk of this Board be, and she is hereby authorized and directed to certify a copy of this Resolution to the County Engineer, County Auditor, County Recorder and Hamilton County Regional Planning Commission.

ADOPTED at a regular meeting of the Board of County Commissioners of Hamilton County, Ohio this 3rd day of September, 2003.

Mr. Dowlin, AYE Mr. Heimlich, AYE Mr. Portune, AYE

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcript of a Resolution adopted by this Board of County Commissioners of Hamilton County, Ohio, this 3rd day of September, 2003.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the Office of the County Commissioners of Hamilton County, Ohio, this 3rd day of September, 2003.

Jacqueline Panioto, County Clerk
Board of County Commissioners
Hamilton County, Ohio

Loveland

Your Community Press newspaper Loveland | Miami Township | Symmes Township

VOLUME 86 NUMBER 28

The Community Press
Because community matters.

BRIEFLY

New Hope, new church

New Hope Baptist Church will celebrate the opening of its new building tomorrow.

The day begins at 9:45 a.m. with a Bible study, followed by a worship celebration at 10:45 a.m. and a ribbon cutting at 2 p.m.

The church is at 1401 Loveland-Madeira Road, call 677-5377.

Truck crash closes road

A commercial truck crash closed East Kemper Road for several hours last week.

On Sept. 1 at 4 p.m., a 1997 Mack Straight Truck operated by Robert Jester, age 21, of Hamilton, was headed east on East Kemper Road. The truck failed to negotiate a downhill curve, left the right side of the roadway proceeding through the guardrail and down a 20-foot embankment into a creek bed. The truck, which was carrying a Texoma Drill Rig, rolled over and came to a rest on its side. Jester was not injured in the crash.

Jester was charged with operation without reasonable control.

East Kemper Road, between McKinney Road and Loveland Madeira Road, was reopened at 11:01 p.m. Wednesday.

Garbage in, garbage out

Symmes Township residents will find their homes are roomier if they take advantage of the township's fall cleanup program next Saturday, Sept. 18.

Residents may bring brush,

Council w

Three phases iden

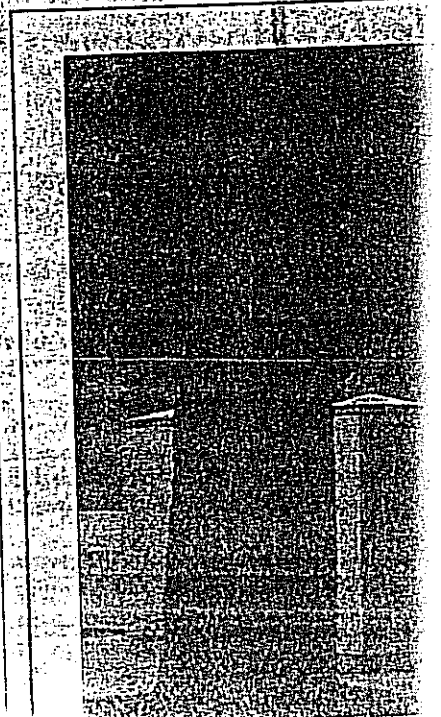
By Jeremy D. Johnston
Staff Reporter

LOVELAND — Loveland City Council has told its residents that it no longer wants to sit and do nothing.

"Our plan for the last decade has been to do nothing, and that plan has not really worked," Mayor Brad Greenberg said.

He and council are referring to creating a vision for the Loveland-Madeira Road corridor and seeing it to its fruition.

"It is worth remembering that this council passed a resolution to create a vision for the Loveland-Madeira corridor ... we are mov down that path we set for ourselves," Vice Mayor Joe Schickel said during the Aug. 24 council meeting, where Lynn Zuck of Burgess and Niple gave a presen-



ADDITIONAL SUPPORT INFORMATION

For Program Year 2006 (July 1, 2006 through June 30, 2007), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? __X__YES ____NO (ANSWER REQUIRED)
Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The project, as designed, will correct several deficiencies which include: Inadequate width for terrain geometrics, improper cross slope/super elevation at curves, inadequate guardrail due to lack of support, inadequate ditches and severely deteriorated pavement. An estimate (increased after winter '04-'05), based on a walk-thru is that 1,800 SY of full depth pavement repair will be required. This is 8% (+/-) of the existing pavement area. Because of continuing breakdown of the existing pavement structure it will receive over 2 ¼" (on average) of asphaltic concrete intermediate course and a 2" surface course. This is a structural overlay. The deficiencies noted above cannot be corrected by maintenance. The ditches cannot be lowered to prevent water flow across the pavement nor can additional guardrail be installed under the existing conditions. Extensive storm sewers, relocating channel, embankment, and retaining walls are necessary. The included photographs and video will point out the deficiencies noted above. The walk through this spring (2005) located, by station and dimension, the many areas where full depth pavement repairs are necessary. A list is attached to this application. The areas are also marked in the field with white paint. However, to prevent water intrusion and curtail further deterioration until construction can begin (2/07), it was deemed expedient to initiate a liquid asphalt seal on several areas as a temporary measure.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

There are many safety related deficiencies that the completed project will correct. These include (1) narrow pavement width - 18', (2) lack of berms (3) unsupported guardrail, (4) inadequate ditches which permit water flow across pavement, (5) improper cross slope/super elevation, (6) unusual alignment, (7) deficient sight distances, (8) proximity of obstructions (walls, guardrail and trees) to pavement edge, and (9) potential for icing along existing wall areas and across pavement. During the ten-year period 1994-2003, there were thirty (30) recorded accidents within the approximate limits of Bently Pass and Kemper Grove (a distance of 2,050 feet). There were a total of forty-nine (49) accidents during the same period throughout the project limits. These numbers do not include animal related or backing out of driveways. On December 16, 1994, a fatal accident occurred. An eastbound vehicle slid across wet pavement and struck another head-on. Ice was not a factor. The Hamilton County Engineer's Eastern Maintenance Division considers this section of road as a "hot spot" requiring prompt and special attention when deploying for ice and snow patrolling. Please refer to the included photos, the video, the attached accident report, the included accident summary, and the Hamilton County Engineer's Maintenance Manual for support of the foregoing.

SCIP/LTIP PROGRAM
ROUND 20 - PROGRAM YEAR 2006
PROJECT SELECTION CRITERIA
JULY 1, 2006 TO JUNE 30, 2007

NAME OF APPLICANT: Han. Co. GR16

NAME OF PROJECT: EAST KEMMER ROAD

RATING TEAM: 2

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) **What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

25 - Failed
23 - Critical
20 - Very Poor
(17) Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

Appeal Score

17

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition –requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

(25) - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 – Poorly documented importance
0 - No measurable impact

FATAL ACCIDENT WHICH WAS CAUSED BY ROAD DEFICIENCIES TO BE CORRECTED BY THIS IMPROVEMENT.

Appeal Score _____

Criterion 2 – Safety
The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 - Poorly documented importance
(0) - No measurable impact

Appeal Score _____

Criterion 3 – Health
The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project
(20) - Second priority project
15 -Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

Appeal Score _____

Criterion 4 – Jurisdiction's Priority Listing
The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) To what extent will a user fee funded agency be participating in the funding of the project?

10 – Less than 10%
9 – 10% to 19.99%
8 – 20% to 29.99%
7 – 30% to 39.99%
6 – 40% to 49.99%
5 – 50% to 59.99%
4 – 60% to 69.99%
3 – 70% to 79.99%
2 – 80% to 89.99%
1 – 90% to 95%
0 – Above 95%

Appeal Score _____

Criterion 5 – User Fee-funded Agency Participation
To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure new employment
5 – The project will permit more development
0 – The project will not impact development

Appeal Score _____

Criterion 6 – Economic Growth
Will the completed project enhance economic growth and/or development in the service area?
Definitions:
Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.
Permit more development: The project as designed will permit additional business development/employment. The applicant must supply details.
The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

List total percentage of "Local" funds 30 %

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other")

8) Matching Funds – OTHER

List total percentage of "Other" funds 1 %

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
(1) 1% to 9.99%
0 – Less than 1%

List below each funding source and percentage

SYMMES TWP	1 %
	%
	%
	%
	%

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) **Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)**

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
(2) Project design is for no increase in capacity.

Appeal Score

_____

Criterion 9 – Alleviate Capacity Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects and readiness to proceed)

5 - Will be under contract by December 31, 2006 and no delinquent projects in Rounds 17 & 18
3 - Will be under contract by March 31, 2007 and/or one delinquent project in Rounds 17 & 18
0 - Will not be under contract by March 31, 2007 and/or more than one delinquent project in Rounds 17 & 18

Criterion 10 – Readiness to Proceed
The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round, unless a variance is approved by the Integrating Committee.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 – Major Impact
8 – Significant Impact
6 – Moderate Impact
4 – Minor Impact
2 – Minimal or No Impact

Appeal Score _____

Criterion 11 - Regional Impact
The regional significance of the infrastructure that is being repaired or replaced.
Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
2 Points

Criterion 12 – Economic Health
The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4-wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
0 - Less than 20% reduction in legal load

Appeal Score _____

Criterion 13 - Ban
The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
2 - 3,999 and under

Appeal Score _____

Criterion 14 - Users
The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide documentation of which fees have been enacted.)*

5 - Two or more of the above
3 - One of the above
0 - None of the above

Appeal Score _____

Criterion 15 – Fees, Levies, Etc.
The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

3) **How important is the project to the health of the Public and the citizens of the District and/or service area?**
Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

There are no health related issues associated with this project.

4) **Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?**

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Winton Road Improvements Phase III

Priority 2 East Kemper Road Improvement

Priority 3 Remington Road/Loveland Madeira Road Intersection Improvement

Priority 4 Winton Road Improvements Phase I

Priority 5 Winton Road Improvements Phase II

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

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6) **Economic Growth – How will the completed project enhance economic growth**

Give a statement of the projects effect on the economic growth of the service area (be specific).

The newer, wider, safer project will encourage increased visits by residents (including those in the new developing subdivisions near the west end of the project) to the commercial area adjacent to E. Kemper Road and Loveland Madeira road. This will permit more development of that area.

7) **Matching Funds - LOCAL**
The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) **Matching Funds - OTHER**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding.

Symmes Township – 1 % - See attached letter.

9) **Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?**
Describe how the proposed project will alleviate serious capacity problems or hazards (be specific).

The widened pavement (28 feet vs. present 18 feet) and the inclusion of 4' berms along with improved alignment and sight distance will permit smoother flow of traffic for the increasing traffic volumes (from the developments) that will use the facility.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

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10) If SCIP/LTIP funds are granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 6

a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____

b.) Are detailed construction plans completed? Yes X No _____ N/A _____

c.) Are all utility coordination's completed? Yes _____ No X N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No X N/A _____

If no, how many parcels needed for project? 62 Of these, how many are: Takes 16 Temporary 29

Permanent 17

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

Once funding is secured, Hamilton County will pursue the establishment of the project that permits appropriation to acquire the needed parcels if necessary. A neutral party will appraise each parcel and R/W agents will meet with owners. If negotiations are not successful, a court case will be filed and the property acquired by appropriation.

e.) Give an estimate of time needed to complete any item above not yet completed. 6 months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Kemper Road is an important cross county facility, which extends from Forest Park on the west to Loveland on the East. It intersects with several major south-north roads and in the immediate area connecting with Montgomery Road (S.R. 22), Weller Road, McKinney Road and Loveland Madeira Road. It is used as a major route to I-275. Much of the traffic count (over 30,000) is both A.M. and P.M. "rush hour" users.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

NO BAN

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 31,823 X 1.20 = 38,188 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Optional $5.00 License Tax X

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____